



City of Rockville

MEMORANDUM

September 23, 2005

TO: Twinbrook Neighborhood Plan Advisory Group

FROM: Ann Wallas, Planner II, CPDS

SUBJECT: Twinbrook Neighborhood Plan - September 29, 2005 - Transportation

Our next meeting will be held on Thursday September 29, at 7:00 pm in the Dining Room at Glenview Mansion and will feature the first of two sessions on transportation. Next Thursday we will discuss traffic, transit and parking issues as well as transportation-related noise, and Katherine Kelly of the DPW Transportation Division will join our discussions. The following Thursday, October 6, 2005, we will discuss pedestrian and bikeway issues and Carrie Sanders, also of the DPW Transportation Division, will be on hand to bring us up to date and to answer questions. Please make a note of this change of schedule.

The TNPAG decided, at one of our initial meetings, that the following issues should be addressed:

Neighborhood Traffic:

- How can cut-through traffic and speeding be reduced in the neighborhood?
- What neighborhood traffic control devices (traffic lights, stop signs, pedestrian markings, traffic calming) are appropriate and at what locations?
- What improvements can be made to adjacent collector roads to improve traffic flow and accessibility?
- How will development at Twinbrook Commons affect neighborhood traffic and pedestrian access?

A number of proposals contained in the Twinbrook Commons (TBC) mitigation plan may perhaps address these issues and a team of traffic and transportation engineers and planning consultants is currently working with City staff to determine precisely what will be needed, and

where it should be placed. You may well have seen the engineers surveying neighborhood streets during the past few weeks.

You will see from the attached TBC Phasing Schedule that a particular order has been proposed for these improvements. In addition to those improvements noted on the Phasing Schedule, the Twinbrook Citizens Association (TCA) has prepared a list of the improvements they believe should take priority, and the consultant team are currently collecting the data to determine the feasibility of each and to verify their eligibility under the approval.

Katherine Kelly will be able to bring us up to date on the progress of these improvements as well as information on the kinds of mitigation plans that will be put in place to ease the impact of construction traffic.

The Advisory Group may like to consider making a recommendation in support of those projects that do not become part of the TBC mitigation plans, and are not currently funded in the City's own Capital Improvements Program.

We have included a number of maps and charts to help you understand who controls which roads, and what the criteria are for improvements.

Transit and Parking:

We will also be discussing transit-related and parking issues. Suggested topics for discussion by the Advisory Group may include enhanced Ride-On service or additional bus shelters and a review of the City's parking ordinance. Please see the attached map of transit services and facilities.

On parking issues – some years ago the City initiated a review of the code covering parking. It was decided at that time that no changes should be made, but the TNPAG may wish to recommend that the issue be revisited. The City Code and Charter can be found at <http://www.rockvillemd.gov/government/citycode.htm> The articles on Parking are Section 23 Article II and Section 25 Article IX. The minutes from the Code Enforcement presentation to Mayor and Council can be found at: <http://www.rockvillemd.gov/government/mc/archives/2003/minutes/3203.html>

Montgomery County or State of Maryland Transportation Projects to be completed within the Twinbrook area:

While it will be important to think about the impact of traffic within the neighborhoods, we should also think about the impact that proposals by Montgomery County and the State of Maryland have for Veirs Mill Road. The following projects were included in the Montgomery County Council plan for road projects to be completed by 2015:

Road Widening:

WI-19 Veirs Mill Road (MD 586) – the County is proposing to expand Veirs Mill Road to three lanes in each direction from Twinbrook Parkway to Randolph Road.

Grade Separated Interchange Improvement:

GS-16 Norbeck Road (MD28 “First Street”)/Veirs Mill Road (MD 586): the State is working on proposed alignments to help resolve the congestion at this intersection. Several proposals have been put forward including either a grade-separated intersection with First Street running below a Veirs Mill Road bridge or an improved at-grade intersection.

Bus Rapid Transit (BRT)

TR-13 Veirs Mill Road (MD 586) BRT – Wheaton to Rockville. The State is determining whether a rapid bus system should be implemented between these two important centers in order to increase cross-county transportation options.

Intersection Improvement:

IN-20 Veirs Mill Road (MD 586)/Twinbrook Parkway (in conjunction with BRT)

Highway and Railroad Noise:

Please see the City of Rockville *Transportation Noise Study Interim Report* January 19, 2005, available on-line at: <http://www.rockvillemd.gov/residents/traffic/pdf/noise-study.pdf>

DPW Transportation Division is now working with the Traffic and Transportation and Environmental Commissions to draft a Citywide Comprehensive Transportation Noise Policy.

On train noise, the U.S. Department of Transportation implemented the “Train Horn” final rule on June 24, 2005, that enables communities to establish “Quiet Zones” where trains will not sound their horns when approaching at-grade crossings providing certain safety conditions are in place (see attached notice). Staff have spoken with Montgomery County Department of Transportation to determine what action is appropriate on this matter. Montgomery County has received a “Quiet Zone” request from Kensington and has decided to treat it as a pilot program to determine the feasibility of further applications. They have retained the services of BMI-SG, a consulting company with nation-wide experience, to determine what improvements might be needed in order to apply for the zone to be established. A lengthy and complicated application process, involving County, State and Federal agencies, will follow if the County decides to pursue designation. The proposed Montrose Parkway East should eliminate the at-grade crossing at Randolph and may well be underway before all of the necessary applications are completed for the Quiet Zone.

The following information is attached with this memo:

- Map of Existing transit service and facilities (Bus information)
- Map of Traffic Calming and Traffic Diversion Measures, together with eligibility criteria.
- Map of Twinbrook Neighborhood Road Classifications, with chart
- Map of Right-of-Way Control in Twinbrook Neighborhood
- Map of Traffic counts in the Twinbrook neighborhood
- TBC Phasing Plan
- TCA list of improvements
- Quiet Zone “Train Horn” Rule information sheet
- Route 28 (1st Street)/Veirs Mill interchange update
- Notes from our meeting of September 15, 2005

Those of you who were unable to join us on September 15, 2005 will also find copies of the items that were handed out.